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1. Location: The foundry (Plant I) of H. Cegielski A.S., a large locomotive and railroad car manufacturing firm, covers an area of 400 x 150 meters in Posen, north of the Warsaw highway and south of Posen's East Station, from which trains to Warsaw depart. Plants II and III, the railroad car and locomotive plants, are located some distance away in Dembiec on the outskirts of Posen.\* Plant I has the number 48, and all its castings are marked with this number.
2. Installations (See Attachments I and II for detailed description and map of installations): The present foundry building, formerly an agricultural machinery factory, is estimated by specialists (Fachleuten) to have been built in 1900. However, exclusive of a large part of the foundry and some of the neighboring buildings, all the more modern installations date from the time of the German occupation during World War II. Little has been changed since 1945. The rear of the foundry was torn down at the turn of the year 1948/1949, and at the time of source's departure, the long building between the foundry and the turnery and the so-called "old workshop" were being torn down. These changes are being made to permit the expansion of the main foundry building. Also new is a small warehouse for smaller finished castings.
3. The foundry's technical equipment is not at all uniform. In the old foundry building is modern German equipment, in part in production and in part idle pending the setting up of further equipment. The electric cranes are of German origin and were taken as booty from firms in Upper Silesia. The turnery is equipped with modern work benches and metal working machines of a somewhat older date. The work benches all were built either by the Germans during the occupation or afterwards by the Poles to replace the punchers and automatons set up there for the production of munitions.
4. The foundry's electricity is provided by two turbo-generators in Plant III, the locomotive factory in Dembiec. Plant I has a transformer in the northwest corner of the turnery. The locomotive factory's power station,

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built during the German occupation, provides current not only for all three of the Cegielski plants but also for that part of the city near the main plants.

5. The foundry's railway spur branches from the main Posen-Warsaw line in Posen's East Station. One spur runs into the middle of the foundry building, and another runs into the turnery. The loading in both buildings is done by means of electric cranes. There are other spurs to the more important warehouses and to the loading places for materials: the coke dump, the raw iron dump, the lime dump, etc. By means of a turntable, the railway line also serves the part of the yards jutting out to the west.
6. Production: The foundry produces most of the parts for the locomotives and passenger railroad cars manufactured by the Cegielski firm. Carriages for railroad cars, wheel-sets for locomotives and tenders, bearing bushings (Lagerschalen), and other parts not produced by the Cegielski foundry are obtained from a foundry in Breslau. The bearing bushings sit in axle cases, which in turn rest on axles. In the cylinder casting the percentage of scrap is seldom under eighty percent. The bad pieces are remelted.
7. All Cegielski products bear the inscription "H.C.P.". The three Cegielski plants together produce seven locomotives and twelve to sixteen railroad cars a month. The cars produced are Pullman cars with four axles, third class coaches, and second and third class sleeping cars.
8. [redacted] the locomotives produced as standard German locomotives of Type 42 and 45, with some changes: express train locomotives with larger wheel-sets; freight train locomotives with smaller wheel-sets; and Gelding locomotives made from the parts captured from the Gelding Factory (near Königsberg?). The latter series comprises only 32 or 36 pieces. Its production has been stopped since the supply of parts has been exhausted. The locomotives and cars are taken over by the Polish state railway. The firm also delivers to Warsaw axle cases for freight cars. Every four or five days, five hundred of these are ready for delivery.
9. The Cegielski firm delivers axle cases for Russian railroad cars. These axle cases are larger and more stable than the ones for Polish cars.
10. Personnel: The foundry was directed by one Dickmann, a Polish civilian, who is reported to have gone to Katowice in the summer of 1948. The name of his successor is unknown to source. Source estimates that of the 10,000 or more workers reportedly employed by the Cegielski firm, approximately 1200 are employed in the foundry. A majority of the foundry's employees are male.
11. Originally 800 German PWs worked in the foundry, and of these around 700 were employed as technical workers for processing the metal. In the beginning almost all the plant's technical workers were PWs, but gradually the PWs have been replaced by Polish apprentices and technical workers (Facharbeiter), whom source describes as of doubtful quality. In the last half of 1948 only a few German PWs worked on actual production. To the best of source's knowledge, no drafted German engineers were employed in the plant, and no German engineers, who were PWs, were used in the plant's planning work.

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12. Work in the foundry is done in three shifts, work in the turnery in two shifts. The shifts in the other departments fluctuated according to current demands.

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Comment: [redacted] for description of Plants II and III.

Encls: 1 key to map (3 pages)  
1 map

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